

DEVELOPMENT OF THE
MISSISSIPPI RIVER

A string of factories from the mouth of the Mississippi river almost to its source; double track railroads running alongside; barks and barges laden with freight, plying up and down the stream all day and all night; mammoth docks, terminals, modern machinery; greater production, increased wealth; the Mississippi Valley the most rapidly developing and some day the richest industrial district in the world—

These are a few of the things that James E. Smith, pioneer river enthusiast, sees in the plan for the development of the rivers of the Mississippi Valley as freight carriers. Smith, who is 70 years old, has spent years of his life and dollars out of his own pocket working in behalf of this movement. As vice-president of the Mississippi Valley Association, formed throughout 27 states for the development of river projects, he serves without recompense.

"It is my life work," Smith explains. "I have dedicated myself to it," and while he talks the glow of enthusiasm lights up his face as he tells how success is almost within reach of those who have fought for the development of river transportation in America.

"The dawn of a new era in American industry is here," Smith explains. "Within a few weeks, at the most, the new boats and barges will be going into service as freight carriers on the Mississippi and the objects fought for by years by those who have the best interests of the river and country at heart will have been attained."

"I venture to say that the next ten years will show a much greater percentage of progress of the Mississippi Valley from a business standpoint than has been noted in the last decade, and that result will be traceable, to a large extent, to the consummation of this river program."

"The latest development in pending plans is the decision to ask for a nine-foot channel in the Mississippi river between Cairo and St. Louis. Heretofore, the Newton bill, which calls for the completion of river work undertaken by Congress in 1910, has specified an eight foot channel between these two points. The growing tendency is to ask for a standardized channel."

"The Government is now building a nine-foot channel between Pittsburgh and Cairo on the Ohio river. If the provisions of the Newton bill are carried out on schedule this will be completed within three or four years."

"The present channel from Cairo to New Orleans averages better than nine feet. It is clearly desirable to have a nine-foot channel extended all the way to St. Louis in order that barges loading at St. Louis for lower river points may be loaded to capacity. If it is necessary to load light on account of the eight-foot channel to Cairo, fully 20 per cent of their carrying power will be wasted."

"It is puzzling to understand why so little stress has been hitherto laid on a standardized channel. Not to have one is ridiculous, looking at it from the business point of view. Chicago is asking the Illinois State Legislature for \$30,000,000 for waterway projects and is pressing her claims for a nine-foot channel from Grafton, Ill., to Cairo. This coincides exactly with what St. Louis wants, so the move gains added weight owing to the fact that two of the nation's largest together with their surrounding territory are vitally concerned with the construction of such a waterway."

"Illinois has let contracts, and work has begun upon the great waterway connecting the Chicago drainage canal, which ends at Joliet, with the Illinois River at Utica, above LaSalle. This great project will be completed within the next three years. Chicago is planning extensive municipal terminals which will be completed by the time the waterway is finished. More than \$40,000,000 will be expended to secure the connection with the Mississippi River."

"In 1910 Congress adopted a river improvement program calling for the expenditure of many millions of dollars in clearing and deepening inland rivers. In brief, it was proposed to deepen the Ohio river to nine feet between Pittsburgh and Cairo; to construct an eight-foot channel between Cairo and St. Louis in the Mississippi; a six-foot channel between St. Louis and St. Paul and a six-foot channel up

the Missouri to Kansas City.

"For the first few years river work moved along on schedule. Then, literally and figuratively, it began to strike snags. The war came along and other more pressing matters occupied the attention of the nation's legislators and the river program was allowed to lapse. About 40 per cent of the original program of river improvement has been completed. It is interesting to note right at this point that neither France nor Germany allowed their waterway work to stop throughout the war."

"In an effort to bring about the completion of this extensive river program which means so much to the Mississippi Valley, Congressman Newton in 1920 drafted a bill calling on Congress to make good their bond. In other words, he asked them to finish what they had started out to do."

"The war did more for water transportation in America than 50 years of normal growth. Business men recall the rail congestion of 1917 that tied up the nation's freight traffic and in many cases interfered with the rapid movement of war materials overseas. Government traffic experts saw one way to reduce rail congestion, and that was to ship war materials out by way of the Mississippi River and New Orleans. So General Black came out post haste and looked over the situation and recommended that the river be utilized."

"They began by commandeering all the out-of-date antediluvian boats and barges they could find. Operation of the line was not then a question of profit, but of achievement. The cry was, 'Get the stuff out,' and they got it out."

"In 1918 when the war was at its height, Congress recognized the necessity of expediting shipments, and without any hesitation whatsoever appropriated \$7,000,000 for new and badly needed boats and barges. This equipment includes 40 modern steel barges of 2000 tons capacity, and six new tow boats of 2000 horse power each. The barges have been completed and delivered at various points up and down the Mississippi River, where they are now tied up waiting for the towboats. One of the tows, the Natchez, has been delivered and is already in service. On her maiden trip she exceeded in performance the fondest hopes of river men. Two of the remaining five towboats are nearing completion on their ways at Charleston and Point Pleasant, West Virginia, and are promised for delivery within the next 30 days."

"These six towboats are modern in every sense of the word. Each of them will be capable of taking down stream eight of the 2000-ton barges loaded to their full capacity. This means that each tow will carry from St. Louis to New Orleans the equivalent of 400 freight cars, each car loaded with forty tons of miscellaneous freight, or eight solid train loads of fifty cars each."

"As soon as these boats are put into service, river freight movements will begin in earnest. Regular sailings will be established and freight shipments between St. Louis and New Orleans will move on a regular schedule."

"The Government is very much interested in the development of the rivers, and Uncle Sam is going into the water transportation problem as an experiment. Federal officials wish to be assured of two things: First, that sufficient tonnage can be secured to justify the operation of the barge line, and second, to find out if the business can be carried on at a profit. New docks and loading devices have been installed at terminal points and the rapid automatic handling of freight seems to make assured the fact that both points may be proven."

"We have gone far enough with the old equipment to demonstrate that an adequate amount of tonnage can be secured. With the new equipment we will demonstrate that freight carrying by water can be carried on at a profit."

"With the new equipment, we will be able to deliver freight to New Orleans more quickly than the average freight train. Even with the old equipment and the delays due to the machinery and the sandbars we have been making about 120 miles a day which compares very favorably with the daily average mileage of box cars between these cities."

"The river has many advantages over the railroads. There are no division points, no roadbeds, no rails and no sidetracks where cars can be left standing for two or three days."

LUCKY
STRIKE
cigarette

When a barge starts from St. Louis to New Orleans it doesn't tie up until it gets there. Between here and New Orleans, railroads change engines as often as six or seven times.

"There is no truth in the contention that the development of the river menaces the railroads. In fact, such development will aid rather than handicap the roads. It will increase their business in time; that fact has been again and again in the history of waterways development the world over. Continental Europe has developed 22,000 miles of waterways while America has a paltry little 2,000 miles that may be said to be in use."

"St. Louis is the 'hub and center' of the greatest system of waterways in the world, as the Mississippi River and its navigable tributaries embrace 16,000 miles of navigable rivers. With this great system of water highways put in to use as mediums of transportation, St. Louis would inevitably become one of the greatest industrial centers in the world. This desirable consumption is obtainable, and every loyal citizen of St. Louis should work for its accomplishment."

"The development of the Mississippi river as the traffic artery of America will not only help St. Louis, it will in time make the Mississippi Valley the greatest industrial district in the world. It will make New Orleans second only to New York as a port for foreign shipping."

"The new equipment for the upper Mississippi will also be completed within the next three or four months, and the proposed movement for carrying Illinois coal to St. Paul and Minneapolis for distribution in the Northwest, and bringing the Minnesota iron ores to St. Louis for use in our furnaces, will then be fully established. This arrangement will enable St. Louis furnaces to obtain the Minnesota ores at much lower freight rates than are now enjoyed by either Cleveland or Pittsburgh, which fact will lead to the possibility of St. Louis becoming one of the great iron and steel centers of the United States."

"Three million acres of land now untouched in the South will get their first chance for development when river navigation opens. The value of the project to the entire Mississippi Valley in dollars and cents staggers the imagination. In time it will run into the billions of dollars. It is significant that both political parties recognize the need for waterway development. Encouragement of the program was an outstanding feature of the party platforms."

"One other point should be made clear. The opening of river navigation makes St. Louis the nation's newest seaport. It has the effect of placing the city on the coast. This is the time for St. Louisans to make an effort to expand their foreign trade facilities. With proper effort St. Louis can become internationally known as a foreign trade center of America, perhaps on equal rank with Chicago and New York. It is only a question of seeing the opportunity and getting a headstart on other American cities."

"The operation of the Federal Barge line opens up tremendous foreign trade possibilities. Their proper development will make the city one of the foremost in America. Think of the new industries that will be attracted here because of St. Louis' favorable location, her proximity to raw materials and lower transportation rates. The barge line should be regarded as a means enabling the city

ELY MANSION ON LONG ISLAND MAY BE SUMMER WHITE HOUSE



The summer White House will be in the beautiful Shinnecock Hills on Long Island, according to late information. Dr. Albert H. Ely, who accompanied President Harding on his Florida trip before inauguration, has offered his beautiful home to the Hardings. And there is one overpowering appeal, say the President's personal friends—and that is—"it is near an attractive golf course."

to vastly increase her facilities for handling world trade rather than as a means of cheap shipment only to her trade territory."—Greater St. Louis.

WHO OWNS THE RAILROADS?

The New York Life Insurance Co. in its balance sheet Jan. 1, 1921, shows total assets of \$966,664,397.19.

Of this total, \$343,293,117.30 represents railroad bonds; \$164,796,225.60 represents loans on mortgages; \$147,409,247.07 represents loans on policies; \$141,539,552.50 represents government, state, county and municipal bonds, and \$109,722,115.37 represents Liberty Bonds and Victory Notes.

In other words more than one-third of the assets it holds to secure its hundreds of thousands of policy holders a safe and sure return for them only they have invested in life insurance is represented by railroad bonds.

Other insurance and banking institutions hold proportionately large amounts of railroad and public utility bonds to secure funds held in trust by them on behalf of their policy holders or depositors.

Thus are the savings of practically every citizen in the U. S. invested to some extent in the great railroad and public utility enterprises. For this reason every man, woman and child is interested in the development of conditions, which will permit of sound financial credit for these great industries.

A GREAT AMERICAN

The other day the King of Italy, the members of his ministry, the American Ambassador and many other notables, gathered in Rome and unveiled a marble bust of a plain American citizen, David Lubin.

Thirty years or so ago David Lubin was a small shopkeeper in Sacramento, Calif. Lubin saw the need of accurate information concerning markets and crop conditions to help gardeners and orchardists and farmers; guide for market opportunities, knowledge upon which to base amount, character, variety of what was to be raised. He conceived a plan for a great information bureau.

The idea grew slowly at first, but presently it became an institution in California. Then the rest of the country saw it big, and Lubin's crop information bureau became nation-wide. Later Lubin started in to make it world-wide.

Lubin died recently in Rome, head of a world-wide organization such as he had dreamed of. Every civilized nation in the world contributed to the information he gathered and distributed, and supported his enterprise with funds willingly given to the organizer and director of the International Institute of Agriculture.

But world-wide information concerning markets and crops is not the end of it all. It was merely a great start. Lubin planned also for correct and scientific distribution of the foods grown on this earth and slowly that will follow. Some day, grateful producers and grateful consumers will place Lubin's name on the pinnacle with the greatest who have lived.

FARM ENGINEERING SERVICE

In thirteen Missouri counties defi-

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nite calls already await the farm engineering specialist recently added to the staff of the Missouri Agricultural Extension Service, E. W. Lehmann, formerly head of the farm engineering department at Columbia, has accepted this position and will begin at once a series of demonstrations in the counties already demanding his assistance. In the farm family's daily life there are many big problems in which the farm engineer can give practical help—foremost among these being that of home improvement. The services of the engineering specialist are free and may be secured through the county agent or the home demonstration agent.

\$17,178,381.24 BALANCE
IN STATE TREASURY

Jefferson City, Mo., April 1.—The balance in the State Treasury today was \$17,178,381.25, the largest by nearly \$2,000,000 that was ever in the treasury in the past. The balance March 1 was \$16,258,624.82. Against this balance, however, the State Treasury holds script authorized by the Legislature for payment of officials' salaries of all state departments and

institutions and their maintenance requirements since the first of the year amounting to \$2,500,000 in round numbers. The deficiency bill, too, carrying more than \$1,500,000, will make another deep hole in the surplus in the revenue fund, which now stands at \$4,378,969.83. A number of large appropriation bills are yet to be approved by the Governor. The important funds, however, all have a heavy balance. The school fund has a balance of \$3,375,389.31, and the good roads fund of \$4,376,588.21.

WESTERN MATERIAL AND
WESTERN PAYROLLS

Small and medium sized bridges on public highways are more and more being constructed of wood in western states.

They are cheaper and when properly built are as durable as steel and make a market for our own timber products. These bridges are roofed over and painted and outlast steel structures, are comfortable and stand any kind of storm.

The payrolls of the logging camps and the sawmills are spent in the home markets and employ home labor and deserve preference.

THE HOT SPRINGS
OF ARKANSAS

More than a mountain resort, more than a fashionable playground—these wonderful springs, with their mysterious health-giving waters, have become world famous as

NATURE'S GREATEST SANITARIUM

set apart by the United States Government for the benefit of humanity. Where modern medical science joins hands with the wonderful curative agencies of nature—a retreat for the careworn or suffering in the great, beautiful out-of-doors.

Water is the greatest eliminator of human ills and the Hot Springs of Arkansas are the greatest waters known to mankind.

Patronized every year by more than 150,000 people from every part of the world—the recuperating station of our army and navy, the training ground of the world's greatest athletes, the assembling place of statesmen and the rendezvous of society.

There is no Substitute for the Hot Springs Baths

The marvelous cures cannot be exaggerated.

No one can afford to deprive himself of the quiet rest, the exhilarating joy and the wonderful toning-up that comes from a course of these baths, coupled with the rehabilitating influences of the mountain ozone and woodland landscape.

Luxurious hotels, medium-priced hotels and high class boarding houses with every modern convenience.

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